

The *Falcon* Bulletin



January 1994

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword (501/982-4240) founded the worldwide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$20.00 (\$25.00, payable in U.S. funds, outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113.

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The Falcon Club of America Quarterly Bulletin is printed and published by Bill's Printing, Searcy, Arkansas.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.
The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.
Fairlane Club of America, 2116 Manville Rd., Muncie, IN 47302.
The Ranchero Club, 1339 Beverly Rd., Port Vue, PA 15133.
Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.
The Super '60s Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.
Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.
Northern California Falcon Group, 6501 Halifax St., Citrus Heights, CA 95621.

Vice President's Message

The numbers on the next page represent how "WE" did as far as finances are concerned for the '93 convention. What these numbers do not represent are the accomplishments achieved by a group of dedicated Falcon people. I would like to share my heartfelt feelings with all of you on what "WE" actually established.

First of all, we took the heat off of any given chapter and allowed everybody in attendance to really enjoy the convention. This was noticeable just about everywhere you looked. People who never seemed to get along with each other were laughing together and helping as much as possible. Regardless of the obstacles, someone was there to resolve them immediately. The two days of rain didn't dampen any spirits and caused only minor problems that were quickly disposed of by the hotel staff and us. A volunteer was always there to help regardless of the task or size of the job. To say "WE" achieved our goals, I feel, is an understatement. The officers of the FCA and all chapters involved set a standard that will serve as a target for some time to come. I want to personally thank you all for allowing me to be a small part of this event and this great organization.

Now for the business. From the inception of this convention, profit was not a driver. Fairness and affordability were the major concerns and addressed in that order. Categories were established in order to afford all members an opportunity to win a national award. In all, 109 awards were given to class winners (the most ever). The cost of these awards totaled \$15; that is, \$10.80 for the 9x11 plaque, 70¢ for the dash plaque and \$3.50 for the 4x6 plaque. The individual entry fee or registration was also set at \$15, so you can easily see there was no profit margin. We gave the membership what they paid for, and then some. All receipts have been forwarded to our treasurer, accompanied by a check for \$5,987.29. WE did good, gang!!!!

Best Regards and Thanks,
Marty

Financial Overview

1993 FCA National Convention

Initial Funding — FCA Special Account	\$3,500.00
Funds Returned to Account (T-Shirt Donations)	-500.00
Donation from Ford Motor Company	<u>-2,000.00</u>
Actual Funding from Special Account	\$1,000.00

Checks Received (Deposited)	\$14,571.98
Cash Received (at Convention)	<u>3,845.60</u>
Gross Income	\$18,417.58

Expenses Paid by Check	\$8,584.69
Banquet Paid in Cash	3,559.00
Photography Paid in Cash	86.60
Hospitality Room Paid in Cash	<u>200.00</u>
Net Expenses	\$12,430.29

Gross Income	\$18,417.58
Net Expense	<u>-12,430.29</u>

Gross Profit	\$5,987.29
FCA Funding	<u>-1,000.00</u>

Net Profit	<u><u>\$4,987.29</u></u>
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Tech Tip — Distributor Vacuum Controls

Ever wonder what the vacuum control on your Falcon's distributor does? I did some playing with one on my Falcon and learned some interesting things. As we all know, there are three types of advance — vacuum, centrifugal weight, and initial or static. Vacuum advance is probably the least understood of the three, and we assume a new vacuum control is calibrated correctly and performs properly. Bad assumption on our part from what I've been able to piece together.

The vacuum control's main function, as used on all stock Falcon distributors (Hi-Po distributors do not use one), is to improve driveability. This includes such things as crisp throttle response, smooth performance, and primarily increases gas mileage. A properly adjusted and functional vacuum control will increase economy dramatically because when an engine is running free it produces a high vacuum which causes the vacuum control to physically rotate the distributor breaker plate... thereby advancing the firing in the cylinders which in turn increases combustion efficiency. This additional amount of advance does not cause detonation due to light engine loads being required when an engine is running free. If this much advance were used under heavy loads, it would most certainly cause severe detonation and result in extensive, if not fatal, damage to the engine internals. (Detonation is a function of both initial [static] and centrifugal weights [mechanical] advances.) As far as economy, I experimented on a trip to FCA Nationals in Atlanta several years ago and ran one tank of gas with the vacuum control operational (21.1 miles per gallon) and then ran the next tank with it plugged shut (17.6 miles per gallon). Quite a drop in mileage. . . caught my billfold's attention in a hurry!

There are two types of single diaphragm vacuum controls used on our V8 Falcons. Both perform the same function and are quite similar in construction internally, but differ externally. The external difference is the method by which the vacuum line from the carburetor is connected to the vacuum control body. One type control is threaded to accept a threaded male fitting on the metal vacuum line from the carburetor and these are usually what our Falcons came with. The second type has a short male tube molded to the control body to accept a rubber vacuum hose from the carburetor (never from the intake manifold). The threaded type can be adjusted by removing the large threaded nut and adding or subtracting spacer washers internally to alter spring tension against the internal diaphragm. Most all of the tubing types are adjusted by pulling off the rubber vacuum hose at the control, inserting a small allen head wrench into the molded male tube, and turning an internal allen head adjusting screw to alter tension against the internal diaphragm. The tubing type is the style I use because it can be easily adjusted with an allen wrench to exactly the amount of vacuum advance I want. The spacer type takes too long to calibrate and is a pain to change calibration on when traveling to compensate for altitude changes.

(Tech Tips continued)

Being the curious type, I wanted to know how much each turn of the adjusting screw affected the degrees of advance. First I installed a new vacuum control unit on my Ranchero. I used a timing light, a vacuum pump to measure vacuum in inches of mercury (Hg), and my faithful '66 Ranchero's V8 crankshaft pulley as a degree wheel. The engine idle speed was adjusted to 600 rpm with the initial timing (sometimes called static timing) adjusted to 10° advance for use as a basic reference point. I plugged the vacuum source at the carburetor and connected the vacuum pump to the vacuum control tube at the distributor. I pumped the vacuum to 5"Hg and read the degrees of change on the crank pulley. This was done for vacuum readings of 5", 10", 15" and 19"Hg starting with the vacuum control allen head screw turned out from the seated position (all the way in) one full turn. Then I checked each of the four vacuum settings for 1 1/2 and 2 turns out. Surprise!!! The vacuum control affects the number of degrees of advance a whole lot more, and at lower inches of vacuum, than I had thought. I replaced the vacuum control using two different manufacturers and performed the tests again with each one. There were no significant differences in the readings obtained between the different manufacturers. The findings were:

Inches of Vacuum	1 Turn Out	1 1/2 Turns Out	2 Turns Out
5"Hg	6°	4°	2°
10"Hg	18°	16°	15°
15"Hg	26°	25°	23°
19"Hg	29°	28°	26°

Remember, these are degrees at the crankshaft and not at the distributor.

An extensive road test followed. I experimented with different numbers of turns to see how it affected actual driveability on the road, and several things were noted.

When detonation occurs during light throttle use, turning the allen head screw outward will eliminate the detonation. (Note that this is *not* true if detonation occurs at full or nearly full throttle because this detonation is a function of initial timing and centrifugal weight advance.) I found that 1° of vacuum advance equates to approximately 1% to 2% per mile per gallon change. . . the more advance the vacuum control made (screw turned in), the more mileage. I have messed with other stock Ford V8s (all engine sizes) and all were found to run best, and give the best mileage, with the screw turned out two complete turns. This was not true for modified engines. Each of the modified engines had its own unique best setting depending on what type and degree of alternations had been done to that engine.

A very important side affect was discovered. When the vacuum advance was quite high (screw turned in), a *severe* ignition surge was produced at all engine speeds from 1100 to 2500 rpm. . . by slightly applying power, the surge would go away. . . only to return when the engine began to run free. A compromise between driveability and mileage had to be made. (Increasing carb main jet size decreased the intensity of this surge somewhat.) My particular V8 engine (not stock, but far from radical) obtained fantastic mileage when the screw was turned out 1 to 1 1/2 turns, but produced a severe ignition surge that could only be cured by

(Tech Tips continued)

turning the vacuum control screw out to four full turns. Other brands of cars required anywhere from three to six turns out to cure this ignition surge, *but each one was cured of this severe surge by doing nothing more than adjusting the vacuum control!*

A vacuum control can be easily checked to determine whether or not it's diaphragm is ruptured. First lift off the distributor cap and remove the rotor so you can watch the distributor breaker plate. Then disconnect the vacuum line at the control and attach a rubber vacuum hose to the control and suck on it with your mouth (or use a vacuum pump). The distributor breaker plate should rotate. If it doesn't, the control has a ruptured diaphragm and the control must be replaced. Next thing is to plug the line, while you're still sucking on it, with your tongue to maintain the vacuum. The breaker plate should *not* creep back. If it does, the control diaphragm has a small hole and must be replaced. About 75% of the ones I check are bad!

Incidentally, on a total vacuum distributor, like those found on most six cylinder Falcons, a ruptured vacuum control will *drastically* affect the driveability of the car (read that as lousy mileage and miserable performance) since these have no centrifugal weights for mechanically advancing the timing. They have only static and vacuum advance systems.

One last thing about vacuum controls — I've found no two come with the same number of turns from the same factory... they'll vary from zero turns out to 4 1/2... sometimes even more! However, all the washer type come with the same number and thickness of shims... like they're all the same from the factory. Really sloppy manufacturing quality control in my opinion. Realistically, what good will a new vacuum control do if it has too many turns out (insufficient advance)? None... might as well leave it off and tell everyone you've a Hi-Po distributor with only mechanical advance!

Submitted by Paul Garrigan, Mile High Chapter

To Advertise:

FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a difference section of the Classified Ads. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must appear with a member's name to be considered a free ad. All items advertised for sale must have a price for the ad to run. Ads to be run in more than one issue must be resubmitted each month.

Commercial ads will be accepted on a space available basis. All copy for commercial ads must be camera-ready. Commercial ad rates (per month) are: Full page — \$50.00; Half page — \$30.00; Quarter page — \$20.00; Quarter page photo ad — \$15.00 for members, \$25.00 for nonmembers.

All ads should be sent to the editor. Payment must accompany the ad, with the check or money order payable to the Falcon Club of America.

Ad must be received by the first of the month for the next month's issue.

The FCA reserves the right to refuse advertising from any person or business.

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1960-65 Ranchero Nameplate	PR	\$ 45.00
1962-63 Trunk Letters (Specify Year)	SET	\$ 16.50
1960-65 Heater & Cowl Vent Door Seal Kit	EA	\$ 9.00
1960-65 Outside Door Handles (Specify Year)	EA	\$ 35.00
1963-64 Gas Cap	EA	\$ 30.00
1965 Gas Cap	EA	\$ 40.00
1960-65 Outside Mirror	EA	\$ 34.50
1960-65 Trunk Mat (Specify Year)	EA	\$ 24.00
1960-65 Tire Cover (Matches Trunk Mat)	EA	\$ 11.50
1960-Early 63 Battery Tray	EA	\$ 29.95
1963-65 Battery Tray	EA	\$ 13.50
1963-65 Parking Light Lens (Amber)	EA	\$ 5.00
1960-65 Parking Light Lens Gasket	PR	\$ 3.00
1960-65 Tail Light Lens Gasket	PR	\$ 4.00
1960-64 Horn Ring Plastic Retainer (3 Tab)	EA	\$ 3.00
1960-63 Radio Antenna	EA	\$ 57.00
1964-65 Radio Antenna	EA	\$ 25.00
1963-65 Hardtop & Convertible Pillar Seal	PR	\$ 14.00
1960, 1961 Fender Top Ornaments	PR	\$ 45.00
1962-63 Fender Top Ornaments	PR	\$ 75.00
1964 Quarter Panel Ornaments (Chevrons)	PR	\$140.00
1963 Front Stone Deflector	EA	\$ 35.00
1960-65 Fresh Air Rubber Connector Duct	EA	\$ 34.00
1963-65 Convertible Top Rubber	EA	\$200.00
1963-65 Roof Pillar Weatherstrip	PR	\$ 65.00
Windshield Rubber		
1960-65 Sedan, Wagon & Ranchero	EA	\$ 54.50
1963-65 Hardtop & Convertible	EA	\$ 67.50
Back Glass Rubber		
1960-62 Sedans (Except 1962 62C)	EA	\$ 57.50
1963-65 Sedan (Also Fits 1962 62C)	EA	\$ 67.50
1960-65 Ranchero	EA	\$ 37.50
1963-65 Hardtop	EA	\$ 57.50
Door Glass Weatherstrip		
1960-65 Door Glass Felts, Ranchero & Tudor Wagon, Inner & Outer, LH & RH (4 Pc. Set)	SET	\$ 40.00
1960-65 Door Glass Felts, Tudor Sedan, Inner & Outer, LH & RH (8 Pc. Set)	SET	\$ 45.00
1960-65 Door Glass Felts, Fordor & Wagon, Inner & Outer, LH & RH (8 Pc. Set)	SET	\$ 45.00
1963-65 Door Glass Felts, Hardtop & Convertible (Specify Body Type) (8 Pc. Set)	SET	\$ 45.00
Door Weatherstrip		
1960-65 Tudor Sedan, Ranchero	PR	\$ 62.50
1963-65 Hardtop, Convertible	PR	\$ 75.00

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1963-65 Roof Rail Rubber (Hardtop)	PR	\$200.00
Trunk Weatherstrip		
1960-65 Trunk Rubber (Specify Year)	EA	\$ 18.00
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1960-65 (Fits All Except Convertible & Hardtop)	PR	\$ 60.00
1960-65 Back Of Vent Window Seal (Fits All Except Convertible & Hardtop)	PR	\$ 12.00
1963-65 Vent Window Seal (Convertible & Hardtop)	PR	\$ 60.00
1963-65 Back Of Vent Window Seal (Convertible & Hardtop)	PR	\$ 12.00
Rubber Pads		
1960-65 Brake Pad (Auto)	EA	\$ 9.75
1960-65 Brake & Clutch Pads (Std. Trans.)	PR	\$ 7.00
1960-65 Accelerator Pedal	EA	\$ 10.00
1960-65 Tail Light Pads (Specify Year)	PR	\$ 10.00
1960-65 Hood To Cowl Seal	EA	\$ 7.95
1960-65 Door Handle Pad Kit (4 Pc. Set)	SET	\$ 5.00
1960-65 Radiator Support To Hood Seal	EA	\$ 14.00
1960-65 Rear Bumper To Body Seal	EA	\$ 25.00
Glove Boxes		
1960-65 Glove Box Assembly (Specify Year)	EA	\$ 12.50
Manuals		
1960-63 Falcon Shop Manuals	EA	\$ 30.00
1964, 1965 Falcon Shop Manual	EA	\$ 35.00
1960, 62, 63, 64, 65 Owners Manuals	EA	\$ 12.50
1964 Sprint Supplement	EA	\$ 6.00
1963-65 Convertible Top Repair & Adjustment Manual	EA	\$ 6.00
1963, 64, 65 Feature & Specification Manual	EA	\$ 6.00
1960-65 Falcon Wiring Diagram Manuals (Specify Year)	EA	\$ 6.00
Grilles		
1964 Grilles	EA	\$250.00
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CALENDAR OF EVENTS

- January 16 TX Lone Star Chapter monthly meeting. Info — 903/572-9593.
 21 CO Mile Hi Chapter monthly meeting at O'Mera Ford, North Glenn. Info - 303/364-6127.
- February 6 WA Northwest Chapter monthly meeting. Info - 206/845-2494.
 12 AR Founder's Chapter monthly meeting.
 12 DE Mason Dixon Chapter annual dinner, Glasgow. Info - 302/834-8231.
 18 CO Mile Hi Chapter monthly meeting at Mike Naughton Ford, Aurora. Info - 303/364-6127.
- April 9-10 NJ Mid-Atlantic Swap Meet & Car Show, Cumberland County Fairgrounds. Info - 609/696-9268.
 28-30 FL Suncoast Chapter's 4th Regional Falcon Show, Kissimmee. Info - 813/797-6817.
- July 21-23 PA 15th Annual National Convention, Valley Forge. Info - 215/257-2422.

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Chapter News

The *Mile Hi Chapter's* "Election/Birthday Party meeting" was held at the Phil Long Ford Agency. This year 35 members enjoyed a potluck supper prior to the meeting, and a special "chapter logo" cake was served following. Each person brought a gift to exchange in a drawing, which added more fun to the evening. New officers elected for 1994 were Ron Brown, serving his fourth term as President; Lenny Kellogg, re-elected as Vice President; Jim di Zerega, re-elected as Secretary; Toots Elements as Treasurer. Board members remain Rich Carmer and Bobbie Adkins.

At the regular monthly meeting of the *Founder's Chapter* in Jacksonville, AR, there were 18 present with three Falcons driven to the meeting. Elected as officers for 1994 were David Wingfield, President; Sandy Menzie, Vice President; Kay Powell, Secretary/Treasurer. Monthly meetings are held the second Saturday of each month.

The *Lone Star Chapter* recently sponsored the car show at the Fun Ford Weekend at Texas Motorplex. Everyone who attended had a great time. There were six Falcons in the car show and another four or five drag racing. Elected as officers for 1994 were Mickey Rosewell, President; Danny Rosewell, Vice President; Linda Rosewell, Secretary; Cleeta Burton, Treasurer. Newsletter Editor will be Shelley Rosewell. Monthly meetings are held the third Sunday of every month. The membership voted to hold a benefit raffle with all proceeds going to the Jerry Hightower family; Neil Burton donated a 1965 Falcon Ranchero. Three chapter members - Marty Martin, Danny Rosewell, and Neil Burton - brought home trophies in separate classes from the Garland Autumnfest Auto Show.

Officers of the *Northwest Chapter* elected for 1994 are Jerry Dringenberg, President; Jim Frey, Jr., Vice President; Lana Bellsbaugh, Secretary; Billie Hollaway-Cook, Treasurer.

At the *Northeast Chapter's* fall meeting Regional Director Chris Scioscia presided over the election of officers for 1994. Those elected are Art Dammers, President; Ray Chevalier, Vice President; Ginny Chevalier, Secretary/Treasurer; Karl and Bonnie Clark, Newsletter Editors.

Congratulations to Joe and Wanda Stowe of the *Suncoast Chapter* for taking two first places trophies at the huge Busch Gardens Show. Elected officers for 1994 are Joe Stowe, President; Chuck Beason, First Vice President; Archie Ershery, Second Vice President; Robert Herrault, Secretary; Ron Love, Treasurer; Bill Hauke, Senior Director; Bruce Johnson, Junior Director.

Attention Chapter Leaders: Please remember to report elections or other changes in officers promptly so that FCA rosters may be accurate. Send names, addresses, and phone numbers to the FCA President, the FCA Secretary, and the Editor of the Bulletin. We won't know if you don't tell us!

(Chapter News continued)

The *River City Chapter's* Third Annual Pacific Regional Meet was a huge success. There were 98 cars registered in the show and over 250 people attended the banquet awards dinner. A caravan of 35 Falcons cruised to Huey's Diner the night before the show. Two display cases were filled with Falcons for the model car display. A tour of Towe Ford Museum was a wonderful bonus for a number of attendees. Chapter members Mark and Vickie Milton entertained Australian Peter Duffy and took him to the Concours D'Elegance De Fixup in Novato where he won the longest distance drive (a very tall tale told there!). The Falcons that showed up were a little too nice to win this year! At the Seventh Annual Cruisin' 93 in Willows, chapter members Terry Rogers and Sam Tumio each took first place trophies. While there they got to run the new Thunderhill Race Track.

There were 21 families and 13 Falcons in attendance at the picnic at Lake Wright-Patman in Texarkana, TX, co-hosted by the *Lone Star Chapter* and the *Founder's Chapter*. As always when Falcon friends get together, the atmosphere was equal to a big family reunion with everyone talking hard and fast to catch up with all the latest happenings and about Falcons. It was such a huge success that there's talk of making this an annual event.

Members of the *Mile Hi Chapter* on their caravan over Trail Ridge Road in Rocky Mountain National Park. (The poles beside the edge of the road are snow removal markers — they indicate to the snowplows where the road edge lies!!!)



64 1/2-73
MUSTANG
60 -70 1/2
FALCON
62-71
FAIRLANE
63-64
GALAXIE
48-72
PICK-UP

MON-FRI - 10-6
SAT. - 9-3



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In the Spotlight

1963 Falcon Club Wagon Travel Wagon

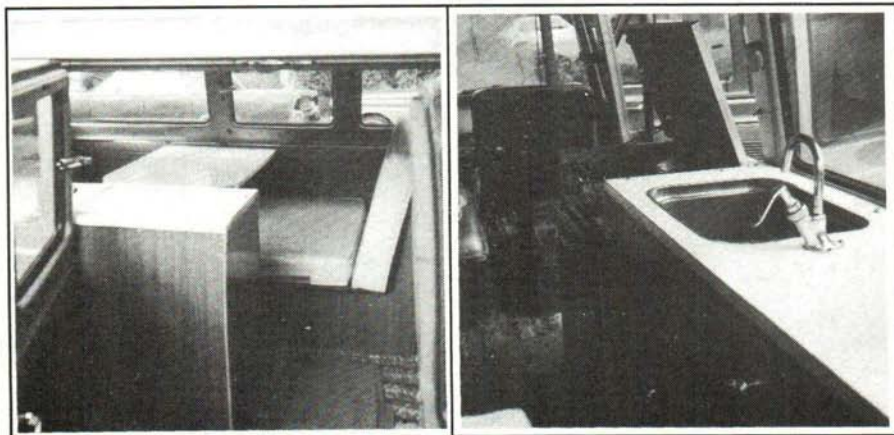
For several years I had drooled over a neighbor's Falcon. After three years of begging and pleading, and one year of borrowing and helping fix it, he finally consented to sell it to me. He said I was having more fun with it than he was. I enjoyed it so much I even borrowed it to take to the Ford Fall Festival at the Pierce County Fairgrounds in Graham, WA, and won the trophy for Best Falcon.

The object of my adoration is a 1963 Ford Falcon Club Wagon Travel Wagon with a 6 cylinder 170 engine and three-speed transmission. It is a full window van that has a kitchen table, two-burner propane stove, kitchen sink and ice cooler, and port-a-pottie. Six people, usually four adults and two children, can sleep in it. The top pops up to allow a hammock to be hung for sleeping (there are three hammocks in all).

This design was sold through Ford by Travel Equipment Corp., Elkhart, Indiana. The Top is by Calthorpe.

I am making arrangements to drive it to the National Meet in Valley Forge, PA, in July 1994.

Submitted by Jim Frey







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Cars for Sale

1961 Ford Falcon. Aquamarine, 2-door, 6 cylinder, automatic transmission, new tires, new battery, very good upholstery and carpet. Been in one family since purchased new in 1961. Everything is working and running. \$1,550.00. J. Hightower, 737 Haight Ave., Alameda, CA 94501 — 501/522-6472.

1961 Falcon 4-Door Automatic. Second owner (my father was first). Black body, white top. Good paint and interior. Good running condition, but motor needs work. Appraised at \$1,750.00 by Appraiser, Automobile Museum of Hampton Roads. Sacrifice for \$1,600.00. M.B. Walker, Jr., 3100 Shore Drive, Virginia Beach, VA 23451-1162.

1963 Falcon Club Wagon Deluxe. Just like an Econoline, but a Falcon van with windows and seats. Very rare, approximately 2,000 produced. One owner, dry stored last 20 years. All original, very unique. Asking \$2,550.00. Tammy Ponulak, 440 Somerville, Rd., Bridgewater, NJ 08807 — 908/526-6223.

1963 Falcon Squire Station Wagon. New "everything" since 1989. Beautiful car, beautiful paint job, automatic transmission. Roof rack. Original padded dash, perfect. \$3,500.00. Travis L. Herring, 106 West Fern Drive, Orange City, FL 32763 — 904/775-0525.

1963 Sprint Hardtop. Auto, P/S, Ford A/C. Complete, no rust, original inc. tach. Light blue, blue int. Probably the straightest original you will find, needs restored. \$3,000.00. Bill Bingham, 15408 N. 29th Ave., Phoenix, AZ 85023 — 602/942-8003.

1964 Falcon Sprint Hardtop. Very good condition, 3-speed, bench, silver with red interior, 2nd owner. \$4,000.00. Jeff Beck, 130 Kings Croft, Cherry Hill, NJ 08034 — 609/321-0167.

1964 Falcon Club Wagon. All original and in good condition. Driven daily since 8-year ownership. Recent marriage makes too many vehicles; this one has to go. Start at \$2,250.00. Wm. D. Chavis, 4522 Tuscarora, Pasadena, TX 77504 — 713/487-7853.

1964 Falcon Sprint Convertible. 260 V-8 4-speed. 70,000 original one-owner miles. Been stored since 1983. New inner rockers and torque boxes. Original floors and sheet metal very solid. Car is complete and very original. Runs super, P/S, rocker moldings, padded dash, rear antenna. Needs general restoration. \$3,600.00. Richard Hutchinson, HCR 72, Box 4225, East Waterboro, ME 04030 — 207/247-4266.

(Cars for Sale continued)

1964 Sprint Convertible. Black bucket seat interior, 289 4-speed. 1965 Sprint Convertible. Black bucket seat interior, 289 4-speed. Includes 10-year collection of parts. All for \$9,500.00. Jim Van Tuinen, 415 16th St. SW, Vero Beach, FL 32962. 407/562-0876.

1965 Hardtops - Race or Pro Street Cars: Sprint V-8 4-speed and Futura V-8 auto. Narrowed 9" rear, wheel tubs, roll bar, full frame, fuel cell, electric pumps, gauges. Braided lines, weld wheels, McCurrey tires. 289 Hipo, 351, heads roller setup Holley Hooker, 4500 stall speed. Other 289 full house top load 4-speed. These cars turn consistent 12s everytime. Not all butchered up, good shape. Turn key and go. Must sell one car. Asking \$6,000.00 or will consider reasonable offer or trade Call for details. George Rokita, Rt. 82, Elverson, PA 19520 — 215/286-0299.

1965 Sprint. No engine or trans. No rust. Garaged. Bucket seats and console. Best offer over \$2,500.00. Rickey Rhodes, 213 Hillside Dr., No. Augusta, SC 29841-4736 — 706/724-5555.

1965 Futura Convertible. 250 CID; C4 automatic; top condition; completely overhauled; 14" Keystone mag wheels spinner with Ford center; many spare parts related to 1965 convertible and four original 4-lug 14" wheels included. \$6,000.00. Herrault, 116-14th Street South, Sebring, FL 33870-9644 — 813/655-1401.

1965 Futura Convertible. 289 automatic, P/S, aftermarket A/C, 55,000 original miles. Rare radio, Ivy gold in and out. This is a very nice original Sun City, AZ, car. \$7,000.00. Bill Binham, 15408 N. 29th Ave., Phoenix, AZ 85023 — 602/942-8003.

Parts for Sale

6 cyl, 144 cu in C1DE 6015A factory remanufactured short block in crate. Cylinders .040, rods .010, mains .010. Includes block, crank, rods, pistons, cam, timing chain and gears - \$325.00. 6 cyl bare head factory rebuilt in box. Code 6090 - \$50.00. All parts plus shipping. Clarence Campbell, 2121 E. Maple St., Kankakee, IL 60901 — 815/933-8834.

1965 Falcon side molding (stainless and painted inserts). Two complete sets, nice condition - \$200.00 per set plus shipping. Complete set bench seats - front and rear for 1965 Falcon - good condition - \$100.00 plus shipping. Many other 1965 parts available. Wayne Lynn, 2835 Locust Hill Rd., Greer, SC 29687 — 803/877-0243.

Falcon NOS parts — 1967 grill - \$200.00; general, new 144ci - \$95.00; vent shades - \$45.00; seat belts, assorted colors - \$45.00; taillamp lens, plenty of moldings. Don Thibodeaux, 1889 McVeigh Rd., Arnaudville, LA — 318/754-5697.

(Parts for Sale continued)

All NOS Falcon: C1DD-1195-A 6 cyl front wheel bearing washers - \$4.00/each; front wheel bearing grease seals - \$12.00/pair; C4AZ-7A091-F selective fit thrust washer kit for C-4 automatic - \$15.00/set; gasket kits for all 3 and 4 speed manual and Fordomatic trans - \$15.00 to \$30.00/set; synchronizer blocking rings for 3 and 4 speed trans - \$15.00/each; Dagenham and 3-speed thrust washers, gears, roller bearings, etc. - inquire with needs; intake and exhaust valves for 144 and 170 CID engines - \$6.00/each; C1DE-6608-A 6 cyl oil pump rotor and shaft kit - \$15.00; rocker arm shaft plugs for all 6 cyl applications - \$1.00/each; 1963 260 V-8 crankcase ventilation screen and element assembly - \$15.00/each; correct PCV valves with tag - \$20.00; crankcase vent tube gaskets - \$3.00/each; Holley gasket kits for 6 cyl carbs - \$10.00/each; miscellaneous Holley carb rebuilding parts - inquire with needs; rare 6 cyl adapter/spacer kit for adapting later model carbs to early manifolds - \$30.00; 6 cyl distributor shaft and cam with NOS gear - \$20.00; temperature sending units for all applications - \$15.00/each; 1962 LH headlamp door - \$60.00/ backup lamp switches and switch kits for all 1960-1964 applications - \$15.00-\$35.00; C4DZ-6228059-A rear LH repair panel - \$15.00; 1966 parking lamp lens - \$12.00; lock and key set - \$30.00. Used Parts: 1965 early takeoff horn ring, minor imperfections - \$20.00; backup lenses for 1960-1962, excellent - \$15.00/pair; 1964 Futura aluminum rear panel, excellent - \$40.00; 1964 Futura side trim and side glass - inquire with needs; 1964 Futura 13" full disc hub, simulated wire wheel design, excellent - \$20.00; aluminum 5 and 6 bolt bellhousings - \$75.00/each. Actual shipping costs extra. Ron Johnson, 123 West Mountain St., Worcester, MA 01606 — 508/852-0794.

Falcon - Ford factory produced NOS and superior quality O.E.M. upholstery sets available to restore your special car to its original stock condition. Our proven show-winning sets will add beauty and value to your car. Many colors and styles available for bucket or bench seat models; also Ranchero deluxe and steerhead sets to fit all years 1960-1965; plus carpets, convertible tops and boots, headliners, well liners, door panels, windlace, vinyl dyes and many other parts and accessories. Dan Weigel or Jake Legaspi, 6343 Seaview Ave. NW, Seattle, WA 98107-2664 — 206/781-5230 or fax 206/781-5046.

1961 grill - \$45.00. Four black armrests, C0DB642414X2 - \$10.00. Hub caps, 1/2 moon, four - \$10.00. Exhaust manifold - \$20.00. Horn button, F13A800C - \$3.00. Complete instrument cluster, speedo - \$10.00. 1962 parts: 2 instrument cluster speedo - \$10.00/each; glove box - \$5.00; gas fill tube - \$5.00; fan blade, pulleys - \$5.00; breather - \$5.00; trans cross member mount - \$5.00; taillight buckets SAE TSDB62AFN with orig. lenses - \$10.00/each. Clayton Manley, 514 Regent Ct., Versailles, KY 40383-1681 — 606-873-6128.

1964 red console for convertible - \$150.00. 1961-1963 black console - \$100.00. 1963-1964 rocker molding - \$100.00/pair. 1964 Futura side molding - \$10.00/each piece. 1964-1965 hood - \$100.00. 1964 260 long block with all accessories, came out of 74,000 mile car - \$250.00; auto trans for same - \$50.00. Richard Hutchinson, HCR 72, Box 4225, E. Waterboro, ME 04030 — 206-247-4266.

(Parts for Sale continued)

Falcon NOS upholstery fabrics. Original seat cloth and vinyl yardage - \$20.00-\$45.00 per running yard. Send sample for match-up. Carpet sets - \$120.00. S.A.S.E. please. Original Auto Interiors, 7869 Trumble, Columbus, MI 48063 — 313/727-2486 or fax 313/727-4344.

Weiland 2 1/2 bbl tunnel ram with 2 AFB 500 carbs - \$550.00. Reverb for radio - \$200.00. 1961 grill - \$65.00. Futura rear trim - \$50.00. Header bow, good shape - \$150.00. 170-200 6 cyl header for duels - \$125.00. 1964 black convertible rear seats, excellent shape - \$125.00. Pair of conv pumps, hoses, motors, switches, etc. Sprint tach, good condition - \$675.00. Plus shipping. George Rokita, Rd 3, Box 167, Elverson, PA 19520 — 215/286-0299.

NOS Parts: 6 cylinder dist. for auto 12127D - \$30.00; C0DZ17355A 1960-1961 speedo assembly - \$40.00; C1DE9600B air cleaner assembly - \$75.00; C0DF7A217-A trans control switch terminal - \$10.00; clean, used 1967 day/night mirror - \$10.00; remote outside mirror, like new - \$25.00. G. Fuerst, 1515 N. Kenilworth, Appleton, WI 54911 — 414/731-2708.

Rechromed 1960-1963 door panel holders - \$25.00/each. Rechromed 1962-1963 hood scoops - \$50.00 w/core, \$60.00 without; station wagon spare tire covers, red and tan - \$15.00/each; 1965 2-door wagon rear quarters - \$300.00; convertible hardtop doors - \$50.00-\$100.00/each; 2 door and 4 door doors - \$50.00/each; 1960-1963 tailgate, Ranchero and wagon - \$100.00 and \$50.00; 1963 V-8 manual linkage w/steering box - \$200.00; 1965 V-8 manual linkage w/steering box - \$200.00; 1965 V-8 power steering unit pitman arm to idler arm w/tie rod ends - \$250.00; V-8 spindles, early and late - \$40.00/each; 1963 6 cylinder carb - \$50.00; 1963-1965 hardtop sunvisors, white \$60.00/pair; convertible top motors - \$40.00; 1963 wagon rear window switches - \$20.00; 1960-1963 top of door and rear window stainless trim, 8 pieces - \$60.00; 1960-1963 stainless sunshades - \$10.00/each; V-8 motor mounts, 3 pieces - \$100.00/pair; 6 cyl 3-speed transmissions - \$150.00; 8 cyl 3-speed trans - \$150.00; rechromed window and top of bed Ranchero trim, 1963 hardtop interior window chrome, 3 pieces - \$80.00 w/core, \$125.00 without. Much more. Shipping extra. Call Dan Amey or Archie Ershery — 813/797-6817.

3-speed manual transmission for 1961-1963. Complete with bell housing, pedals, linkages, clutch and spare parts - \$100.00. Plus shipping. Joe Tatti, 2140 Falmouth Terrace, Burlington, Ontario, Canada L7P 1X9 — 905/335-2834.

1964 Falcon convertible side trim chrome 1 3/4 sets, rear aluminum trim panel for 1964 Futura, two 5-bolt rims off Sprint, many miscellaneous parts from 1961-1962 Falcon. All for \$50.00. Scot Marechaux, RD 1, Box 311, Belmont, NY 14813 — 716/268-5582, 8 p.m.

Gold plated keys and NOS keys. For free catalog send large (#10) self-address stamped envelope (2 stamps) to Joey Jesser, 26 West St., Akron, OH 44303-2344 — 216/376-8181.

(Parts for Sale continued)

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions and steels), sealing rings, front and rear seal - \$90.00. Specify engine size and year. Bands - \$45.00/each; adjustable modulator - \$12.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case C-4 and C-6. David Edwards, P.O. Box 245-FC, Needham Heights, MA 02194-0245 — 617/449-2065, evenings.

Looking for the person who purchased NOS door handles from me. Lost card of who to send handles to. Don Thibodeaux — 318/754-5697.

Parts Wanted

Desperately seeking taillight buckets for 1966-1967 Ranchero, Falcon wagon or Fairlane wagon. Please, must be in "good" condition for restoration project. Willing to pay above average price if in guaranteed good condition. Harv Welch, 1542 Belcher Ave., Victoria, BC, Canada V8R 4N1 — 604/595-1517.

Stainless trim that goes from rear pillar and under rear window for vinyl top. This is for a 1966 Falcon Sport Coup. Bill Rowsell, 83 Cutter Hill Rd., Arlington, MA 02174.

Tinted windshield for a 1964 Falcon convertible. Must be in good condition. Clarence Campbell, 2121 E. Maple St., Kankakee, IL 60901 — 815/933-8834.

1963 Futura convertible parts needed: windshield chrome (interior), door panel chrome, front and rear bumpers. I would like good, used, reasonably priced parts, not over-priced NOS. Dennis Stapp, 7037 Haynes Rd., Georgetown, IN 47122 — 812/923-3483.

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Technical Help Wanted

I am interested in communicating with anyone who has successfully increased the horsepower output of the 144 cubic inch 6 cylinder engine. I would prefer not to alter the engine cosmetically if possible. Are any factory options available to do this, i.e. carburetor kits, manifolds, etc.? Joe Tatti, 2140 Falmouth Terrace, Burlington, Ontario Canada L7P 1X9.

Info Needed

Is there a supplement to the 1966 Mustang/Falcon/Fairlane shop manual that provides more detail on the 1966 Falcon Ranchero? What is it called and where can I get one? Harv Welch, 1542 Belcher Ave., Victoria, VC, Canada V8R 4N1 — 604/595-1517.

Miscellaneous for Sale

Receiving tubes for radios available. Send SASE with your needs. Joe Tatti, 2140 Falmouth Terrace, Burlington, Ontario, Canada L7P 1X9.

Ford Times for October, 1962. Ford Auto Show issue with 1963 convertible on front cover - \$20.00. Sales brochures for 1966 Falcon, 1967 Falcon and 1967 Ford wagons - \$10.00/each. All in good shape. \$2.00 shipping. G. Fuerst, 1515 N. Kenilworth, Apleton, WI 54911.

Order your personal copy of *The Falcon News Technical Tips*, a book containing all of the technical tips published in your newsletter from 1980 to 1990. Only \$10.00 per copy (postage included). Send check or money order with name and complete address to Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113.



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FOURTH REGIONAL FLORIDA FALCON SHOW

Hosted by: Suncoast Chapter, F. C. A.

Kissimmee, Florida

April 28, 29, 30, 1994

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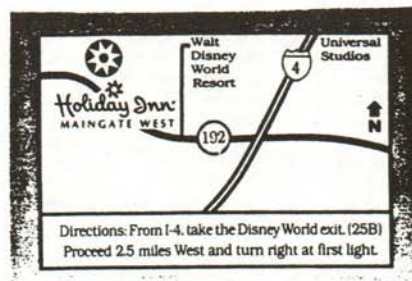
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